Loudoun County Department of Planning

Route 28 Keynote Employment Policies Comprehensive Plan Amendment
CPAM 2009-0001

Potential Fiscal Impacts to Loudoun County

Discussion Paper 2 of 6

March 16, 2010

Introduction

On February 3, 2009, the Board of Supervisors initiated a Comprehensive Plan Amendment, CPAM 2009-0001 Route 28 Keynote Employment Policies, to consider retaining or changing Revised General Plan Keynote Employment land use policies for a specified area within the Route 28 Corridor. On December 15, 2009, the Board of Supervisors approved a workplan for the CPAM that builds upon the significant amount of data and public input gathered through the various Route 28 Corridor activities and initiatives since January 2008. These include the Belfort Park Task Force efforts, the Route 28 Existing Conditions Report, the Route 28 Business Outreach Project, and the Route 28 Market Study. All documents related to the CPAM, including numerous maps of the Route 28 Corridor, are available at www.loudoun.gov/route28.

Phase I of the workplan calls for active participation of Route 28 Stakeholders as work products are developed. To this end, a series of Discussion Papers have been developed on identified topic areas:

- **Economic Development in the Route 28 Corridor**
- **Potential Fiscal Impacts to Loudoun County**
- **Potential Fiscal Impacts to the Route 28 Tax District**
- **Potential Impacts to the Route 28 Corridor Transportation Network**
- **Housing in the Route 28 Corridor**
- **Energy Efficiency and Green Building in the Route 28 Corridor**

Purpose of Discussion Papers

The discussion papers are not intended to be an exhaustive discussion of the topic nor present final conclusions. They are intended to help establish the framework for stakeholder discussions at the upcoming facilitated workshops. Each paper provides a general background on the topic area, describes three general land use concepts that explore development patterns that may be desirable in the corridor, and discusses the advantages and disadvantages associated with each concept. A listing of likely pros and cons for each concept is also included. Although the paper can be viewed as a stand-alone document, a reading of all the discussion papers will provide a more thorough understanding of policy options and stakeholder concerns regarding the Route 28 Corridor. Additional background data and policy or implementation options may be developed and/or refined based on Stakeholder input as the Comprehensive Plan Amendment proceeds. All documents related to the CPAM, including numerous maps of the Route 28 Corridor, are available at www.loudoun.gov/route28.

Background Discussion

Recognizing the critical relationship of development and service demands, Loudoun County has sought to offset the negative fiscal impacts of residential development by encouraging a fiscally favorable balance between residential and non-residential development. To this end, the County has implemented an integrated approach to land use planning, fiscal management and facilities planning. The strategy begins with the Revised General Plan, which sets the framework for the development potential of the County by planning residential and non-residential uses of the land and describes the County's overall approach towards fiscal and public facilities planning in Chapter 3. The Board of Supervisors' Fiscal Policy[1] (originally adopted December 17, 1984, revised through May 6, 2008) provides further direction. It is a statement of the guidelines and goals for the financial management practices of the County, including how much long-term debt the County will incur to build public facilities. The Board's Strategic Plan, developed in 2008, emphasized the need to promote a positive, proactive, and welcoming business environment that will grow the commercial tax base and help relieve tax pressure on residents. It calls for the Board to conduct fundamental expenditure and revenue reviews in order to relieve the residential tax burden, put the County in a better fiscal position, and balance the service needs of the community. Several initiatives to achieve these goals were outlined, including reexamining the Route 28 Corridor[2].

In Loudoun County, real and personal property taxes (respectively, $1.245 and $4.20 per $100 in assessed value in tax year 2009) represent the largest components of local tax funding, generating approximately 75% of the County's total General Fund revenue[3]. Real property taxes are levied on the assessed value of real estate owned by businesses, individuals and public service corporations (utilities). Personal property taxes are levied on the assessed value of tangible properties such as vehicles, mobile homes, heavy equipment, and machinery and tools. Because these taxes represent the County's greatest single source of revenue, increases in assessed values in the Route 28 Corridor will likely have the greatest positive fiscal impact to the County.

One of the fundamental issues associated with developing new land use policies is the cost of providing services to the new development. Whenever land is developed, whether for residential or commercial uses, increased costs are incurred by Loudoun County to provide a variety of public services and infrastructure to the new development, such as education, public safety, transportation, and parks. These costs include constructing and/or improving public facilities (capital costs) as well as the subsequent operating and maintenance costs associated with these new facilities. The costs incurred by the County to support residential development (especially for education) are generally much greater than for non-residential development. For this reason, County policy continues to emphasize the accelerated development of commercial and industrial properties in order to provide the revenue required to maintain service standards for the County's communities[4]. See Discussion Paper #3,

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[1] Available at: http://www.loudoun.gov/controls/speerio/resources/RenderContent.aspx?data=dafd99cde3184aa2b29943686bf619d0&tabid=326

[2] Loudoun County Board of Supervisors, *Strategic Plan Update – Summer 2009*. Available at: http://www.loudoun.gov/controls/speerio/resources/RenderContent.aspx?data=ba042840832d42fdb6a96c1ec0963fa1&optimize=100&tabid=312&fmpath=%2FStrategic+Plan

[3] Loudoun County, *FY 2010 Proposed Fiscal Plan*, General Fund Revenue, pg. R-1

[4] *Revised General Plan*, Chapter 3, Fiscal Planning and Budgeting Policy 2

Potential Fiscal Impacts to the Route 28 Tax District for information on how the Route 28 Tax District itself would be affected by the land use concepts.

Public Input *(Route 28 Business Outreach Project, Belfort Park Task Force and Route 28 Market Study[5])*

During the Route 28 Business Outreach Project interviews, stakeholders validated the corridor's importance to the County as an employment corridor, given its strategic advantages and the long-term potential to capture Class A office. As such, the corridor should reflect a predominantly employment-based corridor. However, stakeholders also believe that the County should consider identifying mixed-use locations where residential uses are possible. Residential in mixed-use developments may contribute to or support employment and business development by providing greater opportunities to incorporate workforce housing and a variety of residential types (with a variety of housing price points) in a vibrant setting; quality-of-life factors that employers look for in site selection and the decisions that employees make on whether or not they want to move to a new area.

Also noted, any planned residential in the corridor should take into consideration existing environmental constraints, including airport noise contours, aircraft overflights, and compatibility with adjacent uses. Furthermore, the planning of residential should only be considered if it is determined that residential uses will not have a detrimental impact to the County's debt obligations.

The *Route 28 Corridor Analysis of Development Potential* by Fulton Research, Inc. (August 27, 2009) found that today's Class A office tenants prefer mixed-use settings to create whole communities with a complete set of uses and amenities that will appeal to office tenants and residents alike. The market analysis suggests that these mixed-use nodes be located in the northern and southern portions of the corridor.

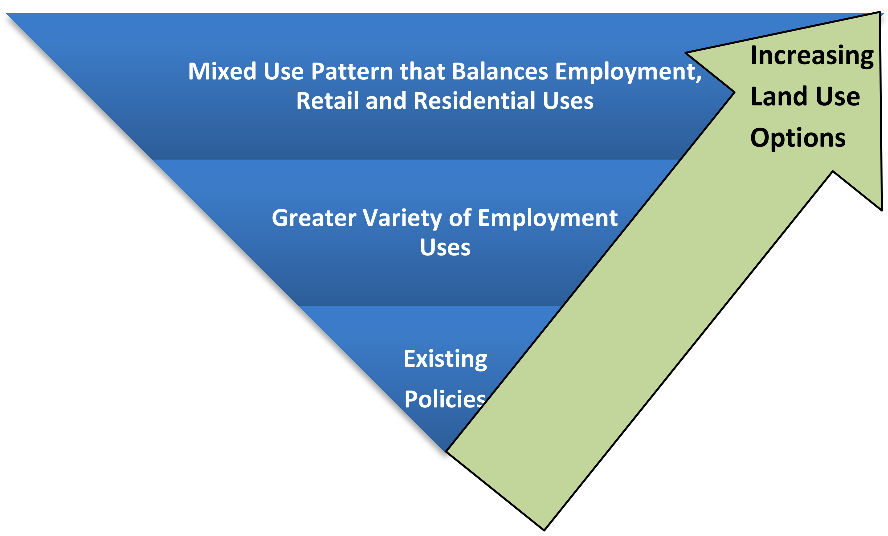
Analysis of Possible Land Use Concepts

In this paper, a preliminary discussion regarding how three potential land use concepts might affect the balance of Loudoun County's expenditures and revenues is provided to help determine which land

[5] During March and April, 2009, County staff conducted one-on-one interviews with Route 28 Corridor stakeholders to obtain their perceptions of the corridor, its current state of development, challenges for the future, and ways the County could improve the corridor's development potential. Additionally, stakeholder comments made during a Board of Supervisors-sponsored Breakfast Forum, also held in April 2009, supplemented comments received during the interviews. County staff documented the results of these efforts in the *Route 28 Business Outreach Project Results Report*, June 2, 2009. Following the Outreach effort, the County contracted with a private consultant to perform a Route 28 market analysis to assess the corridor's potential for Class A office space under current conditions and recommend a vision for maximizing the economic development potential of the overall corridor. The consultant presented the results of the market analysis in the *Route 28 Corridor Analysis of Development Potential for Class A Office Space*, August 27, 2009. Both of these reports are available at www.loudoun.gov/route28.

development pattern might result in the greatest positive fiscal impact to the County. The three concepts provide a continuum of increasing land development options, as illustrated in the figure below, and include: *Existing Policies Retained in the Route 28 Corridor* (Concept 1), *Route 28 Includes a Greater Variety of Employment Uses (No Residential)* (Concept 2), and *Route 28 Corridor Policies Emphasize a Mixed Use Pattern that Balances Employment, Retail and Residential Uses* (Concept 3). These concepts are not mutually exclusive and are intended to build upon each other. Whether these concepts will have a net positive or negative fiscal impact on the County depends on how changes to the future level and pattern of development impact the net difference between revenues and expenditures from land within the corridor. A fiscal impact analysis can be conducted in order to estimate the difference between the costs of providing public facilities and services to a new development and the revenues—taxes and user fees, for example—that will be generated by the development. Given that Route 28 is one of the County's most critical business corridors, any changes to existing land use policies in the corridor should seek to maximize positive cash flow to the County both in the short term and the long term.

If Concept 3 is chosen, staff will be able to reexamine the development potential in the area and refine estimated impacts on public facilities and services once a specific land use approach, including density and mix of uses, has been determined.



Concept 1: Existing Policies Retained in the Route 28 Corridor

Under this concept, the existing Keynote Employment[6] and Destination Retail[7] policies of the Revised General Plan would continue to guide land development within the Route 28 Corridor. If the current Keynote Employment vision, which calls for the development of large-scale corporate headquarters and premiere office developments at overall Floor Area Ratios (FARs)[8] of between 0.4 to 1.0, can be achieved along Route 28, then significant tax revenues to the County could be generated with minimal costs to the County incurred. Additional regional retail uses, allowed under the Destination Retail Overlays, would add further to the County's tax base.

As shown in Table 1, high-density office (defined in this paper as 4 to 7 stories) has the highest average assessed value per square foot, followed by retail and low-density office (1 to 3 stories). This benefit is further compounded by the fact that constructing high-density office also allows for greater FARs to be achieved on properties, thereby increasing the overall amount of square feet that will be constructed along the corridor. While retail also has high average assessed values, this type of use is largely driven by the amount of population and employment in a specific catchment area, thereby limiting the overall amount of non-regional retail that can be developed along the corridor. In addition to property taxes, other potential revenue sources from commercial development in the Route 28 Corridor include the following:

- Sales taxes;
- BPOL taxes, based on the tax rate per $100 in gross receipts;
- Transient Occupancy Tax (TOT), based on occupancy and the average daily rate for each hotel room; and
- Consumer utility taxes, recordation taxes, etc.

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[6] Keynote Employment Centers are 100-percent office or research-and-development centers that generate high-traffic volumes and are supported by ancillary retail and personal services for employees. They have high visibility along major corridors, their structures accented with heavily landscaped greens and tree-lined boulevards, and reflect the County's growing prominence as a global crossroads for business. Residential development is not permitted in these areas.

[7] The Route 28 corridor also contains three Destination Retail Overlays which provide an additional development option for properties located within these areas. Destination retail is comprised of large scale retail uses that demand a regional market, and rely heavily on automobile access. They are intended to be located outside of residential areas along planned and future principal arterial corridors where the County's transportation network can accommodate auto intense retail uses.

[8] Floor Area Ratio is the total building square footage (building area) divided by the site size square footage (site area).

Table 1. Average Assessed Values of Commercial Property in the Route 28 Tax District by Occupancy Code, 2010

*Use Type**	*Number*	*Average Value ($/SF)*	*Average Size of Use (SF)*
Office (4 to 7 Stories)	25	$257	126,209
Retail	183	$201	24,333
Office (1 to 3 Stories)	110	$147	36,643
Hotel	23	$145	68,241
Industrial	677	$123	11,934
Flex	138	$90	50,897

Source: Loudoun County Departments of Economic Development and Planning. Assessment Data from the Office of the Assessor (March 1, 2010).

Notes:

The information summary reflects current values by property type and is intended to serve as base line data to provide some comparison of value for different product types.

* Categories for this analysis were grouped as follows: Office (one to seven stories) includes office buildings (OCC B) and banks (OCC H); Flex includes flex warehouses (OCC I) and datacenters; Industrial includes warehouse (OCC A), light industrial (OCC 8), medium/heavy industrial (OCC 9) and commercial condos (OCC W); Retail includes restaurants (OCC D), fast food restaurants (OCC E), grocery stores (OCC F), automotive buildings (OCC G), auto sales (OCC J), department stores (OCC L), shopping centers (OCC M), retail stores (OCC N), and gas & go (OCC Z); hotel includes hotel/motel (OCC Z). Office condos are not included in these calculations. Additionally, because the majority of the mixed-use projects approved in Loudoun County have not yet been built, a similar analysis for that type of development is not feasible at this time.

However, much of the existing development along the Route 28 Corridor does not reflect the highest and best uses envisioned by the County's comprehensive plan. Notwithstanding its Keynote Employment Center designation, the corridor has evolved into a diverse mix of uses with an overall 0.24 FAR. Unless the office market in the County significantly changes or the County intervenes with significant incentives to achieve the vision, the existing development pattern seen in the corridor today will likely continue. This under-development is limiting the County's potential to generate even greater tax revenues and increase the percentage of the County's tax base from commercial development. The predominant uses that are currently in the corridor have the lower average assessed values per square foot[9] (Table 1). With large building footprints and surface parking lots, they are also the more land-intensive types of uses, thereby limiting how much development can actually occur on a particular property.

<u>Pros</u>

- No change required
- Existing Keynote Employment vision promotes the development of large-scale, office uses which, if achievable, could result in substantial tax revenues to the County
- The types of uses envisioned by current Plan policies (office and retail) have the highest average assessed value per square foot for non-residential uses

[9] According to an 2008 analysis of the occupancy codes determined by the County Assessor's Office, the predominant use of developed land within the Tax District is industrial, representing approximately 17% of the land area, followed by miscellaneous commercial and improvements (13%), office (10%), retail/commercial services (10%), civic and institutional uses (6%), and residential (5%). Approximately 3,140 acres, or 39% of the District, is classified as vacant land (*Route 28 Tax District Existing Conditions Report, November 26, 2008, pg. 17*).

Cons

- Keynote Employment vision not being realized in the corridor
- Outdated land use policies and zoning may be preventing the corridor from reaching its greatest commercial development potential
- Existing land development pattern includes a mix of uses that have some of the lower average assessed values per square foot for non-residential uses (i.e. industrial, flex industrial)
- This concept is least likely to achieve increased and/or higher value development

Concept 2: Route 28 Corridor Includes a Greater Variety of Employment Uses (No Residential)

Under this concept, the land use policies guiding the development of the Route 28 Corridor would be revised to allow for a greater variety of office settings and employment uses than currently contemplated under the existing Keynote Employment planned land use designation. No new residential development, with the exception of those areas where residential development is currently allowed, would be envisioned by Plan policies. The *Route 28 Market Study* (2009) found that existing land use policies (Concept 1) were preventing the corridor from reaching its greatest development potential[10]. The study suggested that a greater variety of office settings could be appropriate for the corridor in addition to the types of office settings envisioned by the Keynote Employment planned land use designation (i.e., corporate headquarters, premiere office developments, research-and-development centers, secure campuses). These non-residential options that were cited provided varying degrees of intensities and mixture of uses and are described further in Discussion Paper #1, *Economic Development in the Route 28 Corridor*.

If, as the study suggested, County policies are revised to better reflect current and future office market preferences, and if more intense and higher value commercial development is achieved as a result of these changes, then greater tax revenues to the County could result through both higher assessed property values and increased operational-related taxes in comparison to Concept 1. This concept does not include additional residential development in the corridor; therefore, there would not be the associated public facility and service costs associated with this type of development. From a fiscal perspective, residential development generally does not "pay for itself" – that is, the cost of the services demanded by residents generally exceeds the tax revenue generated by residential property – whereas non-residential property generally costs less to service than it generates in revenue. In 2007, the County's Economic Development Commission (EDC) presented a study that identified the major sources of County revenue and expenses and estimated the contributions from Loudoun County businesses to the tax base. The EDC found that in FY 06, Loudoun businesses contributed 26% of the total County revenue and only required 6% of the County funds (mainly for public safety and public works programs). In comparison, residents contributed 55% of the total County revenue, but consumed 94% of the total

[10] Fulton Research, Inc. *Route 28 Corridor Analysis of Development Potential for Class A Office Space*. August 27, 2009. Page 1.

expenditures[11].

Pros

- Could better reflect current and future office trends
- Could stimulate commercial development in the corridor
- Greater tax revenues to the County could result from higher assessed commercial property values and related taxes
- No added capital facility and service costs associated with increased residential development

Cons

- Even greater tax revenues might result from increased and/or higher value development
- Introducing land development patterns along Route 28 that are similar to areas in the County where high-intensity office and/or mixed-use developments are already envisioned could cause these areas to not reach their planned potential (One Loudoun, Moorefield Station, Loudoun Station, designated Urban Center, etc.)

Concept 3: Route 28 Corridor Policies Emphasize a Mixed-Use Pattern that Balances Employment, Retail, and Residential Uses

Under this concept, the land use policies guiding development of the Route 28 Corridor would be revised to allow for a greater variety of mixed-use residential and non-residential settings. The *Route 28 Market Study* (2009) suggested that while the Route 28 Corridor is and should be predominantly an employment corridor, residential elements should be included in order to create whole communities with a complete set of uses and amenities that will appeal to office tenants and residents alike[12]. The consultants suggested several different types of mixed-use residential and non-residential developments that could be appropriate along the corridor, which are described further in Discussion Paper #1, *Economic Development in the Route 28 Corridor*. The consultants believed that this vision would maximize the Route 28 Corridor's development potential and lead to more intense and higher value development along the corridor sooner than currently forecasted by the County[13].

From the County's perspective, the potential revenues from increased commercial development that could be realized under this concept would be offset by the costs associated with residential development. Although contributing the most to County revenues, residential development has an overall negative fiscal impact on the County due to service demands, including public schools, public safety, human series, public recreational facilities, and libraries. Of these services, schools result in the most significant costs to the County. The majority of the County budget from local taxes (approximately 70% in FY 10) is used for school operating expenses, capital projects and debt projects, with the

[11] Loudoun County Economic Development Commission's Policy & Implementation Committee, *Unpacking Loudoun's Commercial Tax Base*, November 2, 2007, available at http://biz.loudoun.gov/Portals/0/PIC%20Presentation%2010-07%20Final.pdf. The remaining 19% of estimated revenues by source included unclassified other local non-tax revenues and State of Virginia and Federal funds.

[12] Fulton Research, Inc. *Route 28 Corridor Analysis of Development Potential for Class A Office Space*. August 27, 2009. Page 50.

[13] Ibid. Page 50.

remainder funding general county operating expenses, capital projects and debt service as well as the Comprehensive Services Act for At-Risk Youth (CSA) program[14]. This situation is compounded by recent decreases in commercial and non-residential property values and by the expectations of the County's newest residents for public services. Many of Loudoun's new residents are relocating from more urban or suburbanized communities which offer access to a greater variety of programs and facilities. Limiting residential development to different types of multi-family housing products could limit the overall fiscal impact of new residential development on the County. Perhaps most importantly, these types of units tend to have a fewer number of school-age children than other residential structure types (0.26 children/unit compared to 0.87 children/unit for single-family detached and 0.51 children/unit for single-family attached)[15].

County funding policies call for an equitable sharing of costs between the public and private sectors so that public capital facility and infrastructure development costs that are directly attributable to a particular development project will be financed in part by the users or beneficiaries[16] (Attachments 1 and 2). However, Loudoun County proffers have historically offset only a portion of projected capital expenditures. The County will continue to use the proffer system, but by themselves, proffers will continue to be only a minor part of the necessary capital program and none of the operating funding, which results in significant annual costs to the County.

It is not clear if the non-residential development tax revenues combined with residential property taxes would adequately offset capital facility costs associated with the new residential development proposed under this concept. However, if it leads to greater overall commercial development than would otherwise be achieved, these potentially negative impacts on the County could be mitigated and the overall fiscal benefit to the County could be the greatest in comparison to the other two land use concepts. The timing of non-residential and residential development would also need to be coordinated and phased appropriately to mitigate potential negative fiscal impacts.

Pros

- The mixture of uses proposed under this concept could stimulate the greatest commercial development in the corridor
- Greater net tax revenues to the County could result from higher assessed commercial property values and associated taxes

[14] The most recent Loudoun County School Board (LCSB) Adopted Capital Improvements Program (CIP) is the LCSB Adopted FY 2011-2016 Capital Improvement Program dated January 14, 2010. Under this document the school population is forecasted to add an additional 13,119 students between 9/30/10 and Fall 2013 (2009 enrollment 60,096 and FY 14 projected enrollment 73,215). The recommended school projects (not the budget compliance projects) provide for 15 school projects by Fall 2017 (16 by 2018) (not funded) plus five current (funded) capital projects (ES-20, MS-5, HS-3, HS-5, HS-7) *(School Board Adopted FY 2010-FY 2016 Capital Improvement Program, dated January 14, 2010)*. In addition to capital costs associated with the construction of new schools, the 2009-2010 operating expenditure per student was $11,997. Nearly 80 percent of this figure funds student classroom instruction. The remaining 20 percent provides educational support services.

[15] Loudoun County Board of Supervisors, Fiscal Impact Committee, *2009 Fiscal Impact Committee Guidelines: Demographic, Economic and Fiscal Assumptions and Forecasts*. October 2009.

[16] *Revised General Plan*, Chapter 3, Fiscal Planning and Budgeting Policy 10

Cons

- Supporting new residential development with all the necessary public facilities and services would be costly
- Residential development not currently anticipated for the corridor, therefore the County's Capital Improvements Program (CIP) does not take this into account
- Costs associated with residential development would reduce the overall fiscal benefit to the County from increased commercial development
- Introducing land development patterns along Route 28 that are similar to areas in the County where high-intensity office and/or mixed-use developments are already envisioned could cause these areas to not reach their planned potential (One Loudoun, Moorefield Station, Loudoun Station, designated Urban Center, etc.)
- Additional fiscal impact analysis may be necessary

ATTACHMENT 1

County Funding Policies

Under the Revised General Plan, all residential rezoning requests will be evaluated in accordance with the Capital Facilities policies of the Plan. The Plan calls for capital facilities contributions valued at 100 percent of capital facility costs per dwelling unit at densities above the specified base density[17]. According to a resolution passed by the Board of Supervisors on February 15, 2005, the base density and base unit type of a type of property should be calculated using the current zoning of the property.

The County takes responsibility for the services needed by development permitted by current zoning. If a development proposes to change their zoning, they are responsible for the incremental increase in service demand over what is permitted by the current zoning. That increment is determined through an analysis of per capita and per child costs of various capital facilities that results in Capital Intensity Factors (CIF). The CIF is based on Capital Facility Standards (Attachment 2) adopted by the Board of Supervisors that sets triggers for new public facilities that are based on specific demographic factors (population, per capita, per square foot, etc). Once the County's population hits certain thresholds, the standards identify the number and type of new facilities needed by the County to provide its desired levels of service to the community. On February 17, 2010, the Board of Supervisors adopted new Capital Facility Standards which will go into effect on July 1, 2010.

The CIF for the eastern portion of the County (where the Route 28 Corridor is located) has not yet been updated to reflect the newly adopted Capital Facility Standards and is currently assessed at:

Single Family Detached:	$59,470
Single Family Attached:	$40,385
Multi-family:	$23,758

[17] Revised General Plan, Chapter 11, Proffer Guidelines

ATTACHMENT 2

Adopted Capital Facility Standards (FY 11) (7-1-10 Effective Date)

Capital Facility/ Apparatus	Building S.F.	Up To #Acres	ADOPTED Standard
Fire Station	13,000	5	1: 25,000 population
Fire Station - West	13,000	5	1:10,000 population
1500-gpm Engine	n/a	n/a	1:10,000 population
1500-gpm Engine-West	n/a	n/a	1:10,000 population
ALS Ambulance	n/a	n/a	1:10,000 population
ALS Ambulance-West	n/a	n/a	1:10,000 population
Ladder Truck	n/a	n/a	1:25,000 population
Heavy Rescue Squad	n/a	n/a	1:50,000 population
Tanker -West	n/a	n/a	1:10,000 population
Brush Truck-West	n/a	n/a	1:10,000 population
Sheriff Substation	18,000	5	1: 75,000 population
Animal Shelter	18,000	5	0.079 sf per capita
Juvenile Probation Residence	8,800	2	1: 250,000 population
Recreation Center	83,000	15	1: 75,000 population
Regional Park	10,000	200	1:75,000 population
District Park	5,000	75	1:25,000 population
Community Park	n/a	30	1:10,000 population
Teen Center	20,000	5	1:10,000 population aged 12-14 years old
Senior Center	15,000	5	1:10,000 population aged 55+ years
Respite Center	4,000	2	1:15,000 population aged 55+ years
Trails	n/a	n/a	1 mile:1,000 population
Community Center	10,000	6	1:42,000 population
Library	Up to 40,000	7	0.6 sf per capita
Juvenile Detention Center	40,000	6	1:Countywide
Youth Shelter	8,000	2	1:140,000 population
Juvenile Assessment Center	4,000	2	1: up to 500,000 population
Adolescent Transitional Independent Living Residence	8,000	2	1:250,000 population
Emergency Homeless Shelter	9.000	2	1:250,000 population
Health Clinic	10,050	n/a located in a general government facility	0.5 sf:28,000 population
ID Residential Facility	3,400	0.5	1 Home: 26,875 population
MH Residential Facility	3,400	0.25	1 Home: 18,325 population
General Government Support Facilities	n/a	n/a	3 sf per capita
Recycling Drop-Off Centers	3,000 sf container pad, 6,050 sf parking/access area	0.25	1:40,000 residents per planning subarea, with one within 5 miles of every resident, with preference to co-locate with other Public Facilities
Special Waste Drop-Off Centers	600 sf pavilion, 1,600 sf container pad, 6,050 sf parking/access area	1	2 Centers: County
Park & Ride Lots	200 –700 spaces	4-13 acres	1 space:90 residents
Bus Maintenance Facility	28,000	10	1 Facility:247,500 population
Transit Buses	n/a	n/a	1 bus per 4,950 population

Public School Capital Facility Standard(s):

Capital Facility	Building S.F.	Up To # Acres	ADOPTED Standard
Elementary School – 1 Story	66,743	20	750 pupils
Elementary School – 1 Story	84,142	20	800 pupils
Elementary School – 1 Story	90,100	20	875 pupils
Elementary School – 2 Story	102,141	20	875 pupils
Middle School – 1 Story	160,048	35	1,184 pupils
Middle School – 1 Story	168,780	35	1,350 pupils
Middle School – 2 Story	177,740	35	1,350 pupils
High School – 2 Story	227,835	75	1,350 pupils
High School – 2 Story	251,915	75	1,600 pupils
High School – 2 Story	279,426	75	1,800 pupils